

RTIP ID# <i>(required)</i> LA996340				
Project Description <i>(clearly describe project)</i> The Mission Boulevard Grade Separation project constructs an interchange by grade separating the currently at-grade intersection with Mission Boulevard over State Route 71. Six through lanes and two turning lanes are proposed for the Mission Boulevard Over-crossing. Also proposed are tight-diamond interchanges in both the northwest and southeast quadrants allowing full ingress and egress on State Route 71. The Project Limits along Route 71 extend from the Union Pacific Rail Road (UPRR)/ Pomona Boulevard underpass north of Mission Boulevard to Ninth Street on the south. Along Mission Boulevard, the projects limits extend from just west of Westmont Avenue to Curran Place. Mission Boulevard is a major east-west arterial through the City of Pomona that runs from Temple Avenue to the west and continues into the cities of Montclair and Ontario and Riverside County to the east. It provides access to city's civic center and downtown areas from Route 57 and Route 71.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New Interchange				
County LA	Narrative Location/Route & Postmiles SR-71 from UPRR/Pomona Boulevard underpass to 9 th Street, Mission Boulevard from Westmont Avenue to Curran Place. 07-L-71-(PM 1.3 to 1.94) Caltrans Projects – EA# 07-18940			
Lead Agency: City of Pomona				
Contact Person Ali Cayir	Phone# 909-595-8599	Fax# 909-595-8863	Email cayir@transtech.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: Dec 2006				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	3/21/00	10/6/06	05/2006	02/2007
End	6/28/02	3/8/07	12/2006	12/2008
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The project is intended to provide an “interim” solution to the local traffic, mobility and safety problems until a long-term SR-71 Freeway gap closure is constructed. The project will provide local traffic congestion relief and improve local and regional mobility by grade separating Mission Boulevard from SR-71 and also remove the short hook ramp connections to Route 71 at both Second Street and Pomona Boulevard. Efficient local access will be provided to and from SR-71 via on- and off-ramps to the City of Pomona civic center and downtown areas.				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The northeast and northwest corners of the interchange have commercial/industrial developments, while the southeast and southwest corners have residential single-family developments. These traffic generators have no effects on diesel traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2010 No Build: On SR-71 - AADT = 74,700; % trucks = 7.35; truck AADT = 5,500

Year 2010 Build: On SR-71 - AADT = 74,700; % trucks = 7.35; truck AADT = 5,500

(Ref: <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/truck2004final.pdf>, and “Traffic Index Calculations for Mission Boulevard/Route 71 Interchange”, Technical Memorandum, CH2M Hill, May, 2005)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2030 No Build: On SR-71 - AADT = 84,000; % trucks = 7.35; truck AADT = 6,200

Year 2030 Build: On SR-71 - AADT = 84,000; % trucks = 7.35; truck AADT = 6,200

(Ref: “Traffic Index Calculations for Mission Boulevard/Route 71 Interchange”, Technical Memorandum, CH2M Hill, May, 2005)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Year 2010 No Build: On Mission Boulevard - AADT = 26,500; % trucks = 6.00; truck AADT = 1,600

Year 2010 Build: On Mission Boulevard - AADT = 26,500; % trucks = 6.00; truck AADT = 1,600

(Ref: “Traffic Index Calculations for Mission Boulevard/Route 71 Interchange”, Technical Memorandum, CH2M Hill, May, 2005)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Year 2030 No Build: On Mission Boulevard - AADT = 37,000; % trucks = 6.00; truck AADT = 2,200

Year 2030 Build: On Mission Boulevard - AADT = 37,000; % trucks = 6.00; truck AADT = 2,200

(Ref: “Traffic Index Calculations for Mission Boulevard/Route 71 Interchange”, Technical Memorandum, CH2M Hill, May, 2005)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The grade separated interchange will remove the existing traffic signal controls on SR-71 at Mission Boulevard, and extend the existing freeway configuration of SR-71 by removing the Second Street signal currently on SR-71. The peak hour traffic on SR-71 will not stop at the intersection to allow traffic movement on Mission Boulevard. Similarly, traffic on Mission Boulevard will only need to stop at the ramp intersections to accommodate only the off-ramp traffic movements. These improvements will greatly enhance congestion relief for regional as well as local traffic.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This grade separation project is not a project of air quality concern. The mainline SR-71 traffic as well as Mission Boulevard through traffic is not expected to increase under the build scenario. Similarly, the on- and off-ramp traffic volumes are not expected to significantly change as a result of grade separation of the intersection, because the intersection is currently serving as the only main access point for the area and will continue to be the same after completion of the project. There are no adjacent corridors or access points of similar significance from which traffic would be diverted to this location because of the improvements. The project is not to widen the roadway or increase the travel capacities to attract additional traffic to this location. There are also no new traffic generators to be constructed as part of this project.